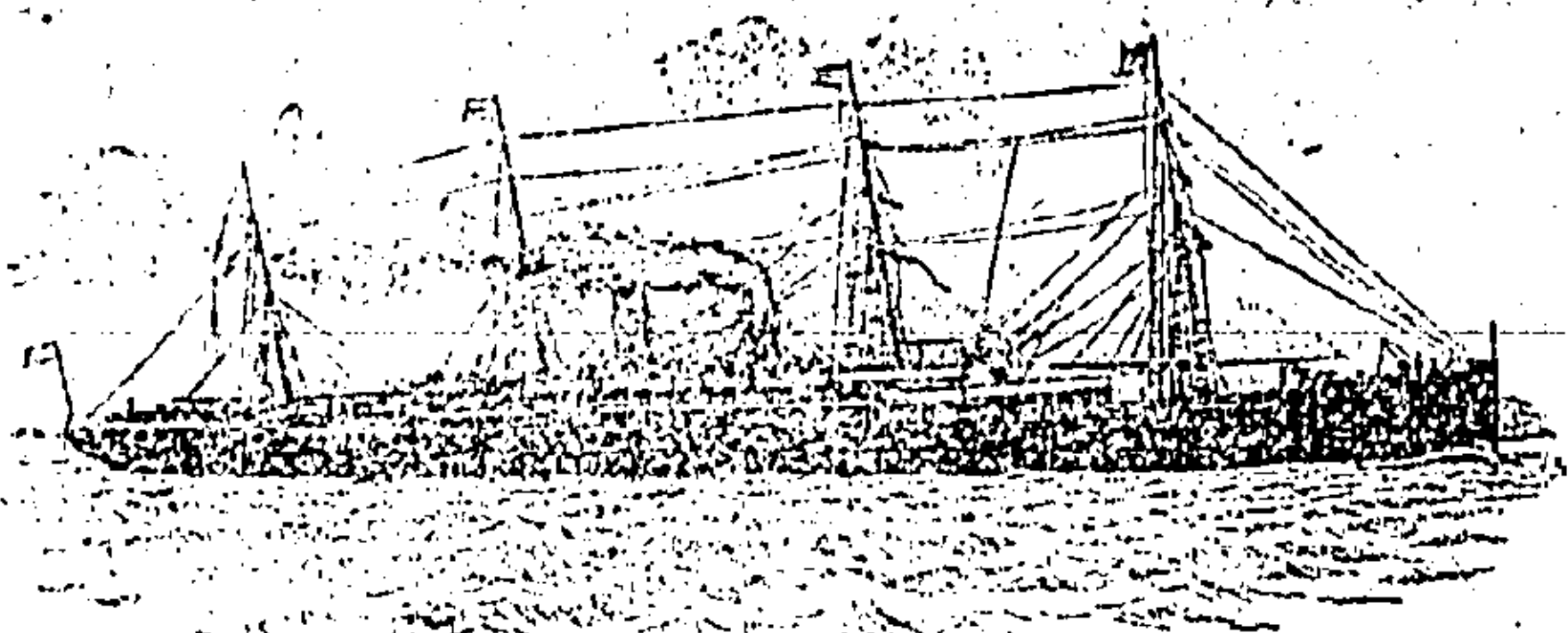


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|-----------------|--|
| "KOREA" | SATURDAY, 13th December, at Noon. |
| "GALICIA" | TUESDAY, 23rd December, at Noon. |
| "HONGKONG MARU" | WEDNESDAY, 31st December, at Noon. |
| "CHINA" | THURSDAY, 8th January, 1903, at Noon. |
| "DORIO" | SATURDAY, 17th January, 1903, at Noon. |
| "NIPPON MARU" | SATURDAY, 24th January, 1903, at Noon. |
| "SIBERIA" | TUESDAY, 3rd February, 1903, at Noon. |
| "COLOMBIA" | TUESDAY, 10th February, 1903, at Noon. |
| "AMERICA MARU" | TUESDAY, 17th February, 1903, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA", 12,000 tons, Oct. 18th-28th, 1901, 10 days, 15 hours.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials, located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 6th December, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

| | | |
|----------------------------|------------|------------------------------|
| R.M.S. "EMPERESS OF JAPAN" | 6,000 Tons | WEDNESDAY, 17th Dec, 1902. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 31st Dec, 1902. |
| "EMPERESS OF CHINA" | 6,000 " | WEDNESDAY, 14th Jan, 1903. |
| "EMPERESS OF INDIA" | 6,000 " | WEDNESDAY, 11th Feb, 1903. |
| "TARTAR" | 4,425 " | WEDNESDAY, 25th Feb, 1903. |
| "EMPERESS OF JAPAN" | 6,000 " | WEDNESDAY, 11th Mar, 1903. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 18th Mar, 1903. |
| "EMPERESS OF CHINA" | 6,000 " | WEDNESDAY, 1st April, 1903. |
| "EMPERESS OF INDIA" | 6,000 " | WEDNESDAY, 22nd April, 1903. |
| "TARTAR" | 4,425 " | WEDNESDAY, 6th May, 1903. |
| "EMPERESS OF JAPAN" | 6,000 " | WEDNESDAY, 13th May, 1903. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 27th May, 1903. |

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 4th December, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

| STEAMERS. | DESTINATION. | SAILING DATES. |
|----------------|-------------------------------------|----------------|
| SUEVIA | HAVRE and HAMBURG. | 17th Dec. |
| Adria | (Calling at SINGAPORE and COLOMBO). | 30th Dec. |
| STRASSBURG | GENOA and HAMBURG. | 31st Dec. |
| Nürnberg | (Calling at SINGAPORE and PENANG). | 13th Jan. |
| Silesia | HAVRE and HAMBURG. | 27th Jan. |
| Wurzburg | (Calling at SINGAPORE and PENANG). | 10th Feb. |
| C. FERD. LAISZ | HAVRE and HAMBURG. | 24th Feb. |
| Fuchs | (Calling at SINGAPORE and PENANG). | 1903. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 2nd December, 1902.

Auction.

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY, the 13th December, 1902,
at 2.30 P.M.,
at their
SALES ROOMS, No. 20, Des Voeux Road,
AN ASSORTMENT OF
VALUABLE JEWELLERY,
Comprising—
DIAMOND BROOCHES and RINGS,
GOLD BRACELETS, CROSSES, RINGS,
SCARF PINS, PEARL RINGS;
ALSO:
6 Dozens of DIAMOND RINGS at \$15.00
up to \$150.00 each;
AND
A Quantity of DIAMOND BROOCHES
at \$15.00 to \$300.00 each.
Catalogues will be issued.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th December, 1902. [1332d]

Intimations.

REGATTA HOLIDAYS.

THE Undermentioned BANKS will be
CLOSED for the Transaction of Public
Business, at 1 P.M., on WEDNESDAY and
THURSDAY, the 10th and 11th instant,
respectively.
For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
T. G. COCHRANE,
Acting Manager, Hongkong.
For the HONGKONG AND SHANGHAI BANK-
ING CORPORATION,
J. K. M. SMITH,
Chief Manager.
For the NATIONAL BANK OF CHINA,
LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.
For the MERCANTILE BANK OF INDIA,
LIMITED,
E. W. ORMISTON,
Acting Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
GASTON MAVER,
Acting Manager.
For the YOKOHAMA SPECIE BANK, LIMITED,
TARO HODSDON,
Manager.
For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Manager.
For the DEUTSCH-ASIATISCHE BANK,
H. FIGGE,
Manager.
For the RUSSO-CHINESE BANK,
J. W. R. TAYLOR,
Manager.
For the GUARANTY TRUST CO. OF NEW
YORK,
E. F. GROS,
Acting Manager.
Hongkong, 6th December, 1902. [1336d]

THE STEAM LAUNDRY COMPANY,
LIMITED.

WORKS.—Causeway Bay (adjoining
Kennedy's Stables).
TOWN DEPOT.—2, Beaconsfield Ar-
cade (Alleyway).

ALL work is done under European super-
vision, and the objectionable prac-
tices, common to Chinese laundries, of
damping from the mouth and sleeping on
the clothes are not permitted. Collection
and delivery at private residences. Monthly Terms
quoted for Gentlemen. Special terms to fam-
ilies on application to—
F. G. ALLEN, Manager.
Hongkong, 6th December, 1902. [1308d]

CORONATION CELEBRATION FUND.

NOTICE is hereby given that ALL
ACCOUNTS in connection with the
above must be presented to the Undersigned
on or before WEDNESDAY, the 17th instant.
J. R. M. SMITH,
Hon. Treasurer.
Hongkong, 3rd December, 1902. [1324d]

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Hongkong, 6th December, 1902. [1308d]

Intimations.

HONGKONG REGATTA, 1902.
10th and 11th December.

THE Committees of the VICTORIA RECREA-
TION CLUB and HONGKONG BOAT
CLUB request the pleasure of the Company of
the Ladies of Hongkong, on WEDNESDAY
and THURSDAY, the 10th and 11th Decem-
ber, at 1 P.M., on BOARD the sailing ship
"DAYLIGHT" which has been kindly placed
at the disposal of the Committees as a Flagship
by Captain Reade.

The Ladies Prize will be presented by Miss
GOODMAN immediately after the Race, on
THURSDAY, the 11th instant, at 3.30 P.M.

Through the Courtesy of Mr. DIXON, the
Chief Manager of the Hongkong and

MEXICO AND FREE SILVER.

The following article, extracted from the Boston Herald of the 19th ult., will be found of deep interest at the present moment—

For some time the silverites in this country have pointed to the prosperous condition of Mexico as a proof of what a country can do on a free silver basis. In this regard the evidence of Senor De Enriquez C. Creel, a financial authority of national repute in that country, may be of interest. In his opinion, the evolution in favour of the gold standard has already started in Mexico, and he predicts that it will advance and gain in strength from year to year. The reason for this, in his opinion, is that the relations with gold standard countries, the influence of foreign capital and the credit of the country all tend to induce the people to demand a gold standard, and it is only a question of time when this demand will be so strongly made that it will have to be granted. When this time will come he could not say. It might possibly be a dozen years or longer. At the present time he would

N. T. ADVOCATE A CHANGE, for the result might prove a failure, and in such a case would delay the final adoption of the gold standard for many years more. But if Mexico continues to increase her ratio of prosperity and to enjoy the good government which now exists there, he thinks the change may come even sooner than the limit he has set. Mr. Creel goes quite fully into the reasons for a change in the monetary system, reasons which are given much too fully for publication at this time. Among them, however, may be mentioned the decline in the price of silver, which, he declares, "is at the present buying the general interests of Mexico."

The agricultural interests of the country are divided into two classes, home consumption and exportation. With the first class the price of silver is almost indifferent, particularly as the Mexican farmer consumes but a very small amount of imported goods, so that the value of his dollar is only considered for home or domestic transactions. But the farmer who raises for export is a strong advocate of the present system. He pays his labour and many of his other

EXPENSES IN SILVER, while he sells his products abroad for gold. This gives him an advantage, and an advantage that he will hold to firmly if it is possible. In time, however, Mexican wages may advance until the farmer has to pay for his help in silver double the rate he would have to pay in gold. From that time on he would be no longer interested in the retention of the silver standard. With mining one of the great industries of Mexico, labour or wages represents nearly 85 per cent. of the cost, while supplies represent only about 15 per cent., and here again the great bulk of the expenses is paid in silver, while the product of the industry is sold for gold, and in many cases the dividends paid to foreign owners of Mexican mines are also based on gold. The railroads, too, have been built by outside capital to quite an extent, and on these the interest and dividends are paid in gold, while their receipts are in silver. Mr. Creel states, on this point, that he has been told that the Mexican Central Railway loses \$200,000 a year for every one cent of reduction per ounce in the price of silver.

There is a feeling among Mexican business men, according to Mr. Creel, that the gold standard countries do not have as much confidence in the silver countries as they do in

those that have the yellow metal for their monetary standard. For this reason the credit of Mexican banks is often not as high in foreign countries as it should be, and he was, therefore, of the opinion that

A CHANGE OF STANDARD would benefit the banking interests. At the present time wages are low in Mexico, low even when measured by the silver standard. The common labourer on the farm earns at present only about thirty-seven cents a day, and other labour can be hired as cheap as fifty cents a day—this, be it understood in Mexican, not our own money. If a gold standard was adopted there certainly could be no reduction made in these wages. While the industries in Mexico may be assisted by the low amounts paid for labour, this fact also tends to keep down immigration, which the country unquestionably needs.

Mr. Creel considers the labour problem a very complex one, but he is of the opinion that, in the main, the gold standard will favour the working classes, and he says:

While some business will have to suffer on account of high wages, or if wages should have to be paid in gold, yet I am of the opinion that it would be better for the change to take place and to improve the present condition of our labouring classes. Let other business suffer somewhat and find the way of compensation. Compel our labouring classes to work more. Give them better food, more strength, more nerve, more education, more ambition, better wages, and compel them to increase the rate of labour performed.

The great bulk of his evidence is, therefore, against the continuance of the present silver standard any longer than is necessary. This is the opinion not of a Wall-street goldbug, not of a trust magnate, but of a successful Mexican business man who knows his country and her people, and who sees in the silver standard a millstone which prevents Mexico from advancing as fast as she would industrially if she had the same monetary standard as the other great business countries of the world.

THE COTTON TRADE AND THE FAR EAST.

An address was recently delivered by Mr. O. P. Austin, Chief of the Bureau of Statistics, United States Treasury Department, before the New England Cotton Manufacturers' Association at New York. In the course of his remarks Mr. Austin stated—

With regard to "the Eastern peril," so called, or the supposed danger that the cotton manufacturers of the world may be overwhelmed by the cheap labour of the Orient when it is applied to the manufacture of cotton goods, the developments thus far have not justified that belief. On the contrary, the increase in earnings, coupled with the increased popularity of cotton goods which has come with the increase of cotton manufacturing in India and Japan, has resulted in each case in an actual increase in the importation of cotton goods during the very period in which the home manufacture of cotton was making rapid gain. In Japan, although the number of spindles in operation has nearly quadrupled since 1890, the annual average value of cotton goods imported in the five years ending with 1891 is double that of the five years ending with 1890; while in India, although the cotton spindles have increased in number from 1,400,000 in 1870 to over 5,000,000 in 1901, the average annual importation of cotton manufactures is now greater than in 1880.

ASK FOR ASAHI JAPANESE BEER.—G. Girault.

"THE LONDON AND PEKING EXPRESS."

St. Petersburg, October 29. Russia has been displaying unusual activity for some time in the direction of establishing direct intercourse by railroad between Western Europe and the Far East. It may well be that in this case she is desirous of showing the outside world that by constructing the Manchurian Railway overland travel from the English Channel to the Pacific coast in the Far East will be possible in a comparatively short space of time. Towards the end of September there was held in Paris a conference of the representatives of the Russian and foreign railway companies with a view to drawing up the regulation to be observed in this new through-passenger traffic, which is to be begun early in 1904. Although the Siberian Railway cannot be considered as completed, for the present rails are too light, and there is still the line round the southern end of Lake Baikal to be finished, yet the passenger traffic is growing rapidly.

It is estimated that there will be henceforth 28,000 first-class passengers a year, and according to the International Sleeping Car Company, the through journey from London to Peking, via Paris, Berlin, Moscow, Irkutsk, and Inkow, will be made in just over 14 days; at first the journey will take 20 days. There will be a great variety of speed on the various sections of the journey; thus, on the French railway the speed will be 58 miles an hour, and only eight miles on the Trans-Baikal line. The average rate of speed per hour will be—Paris-Berlin, 53½ miles; Berlin-Alexandrov, 40 miles; Alexandrov-Moscow, 34 miles; Moscow-Irkutsk, 23 miles; Irkutsk-Lake Baikal, 17 miles; from Lake Baikal to Inkow, 20 miles, and 23½ miles between Inkow and Peking. Through tickets will be issued from London, Budapest, Vienna, Amsterdam, Brussels, Ostend, Liège, Rotterdam, Lyons, Marseilles, Bordeaux, Paris, Nantes, and from certain stations in Germany to be fixed later, to the stations Manchuria, Chabbin, Mukden, Inkow, Dalny, Port Arthur, Shanghai, Nagasaki, Peking, and Tientsin. These tickets will allow the holder to take two months on the journey, and the return tickets will be available for nine months. Every passenger will have the right to take 108 lb. of luggage free. In the case of the express trains yearly tickets will be issued, and they will include board on the trains, exclusive of wine. Children under five years of age will be carried free; children between five and ten years of age will be granted half-tickets.

In addition to the ordinary passenger trains, three express trains, composed of cars belonging to the International Sleeping Car Company, will circulate every week between Berlin and Dalny.—Globe.

Intimations.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong and April, 1902.

Intimations.

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Hongkong, 14th October, 1902.

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|--------------------------------------|--|-----------------------------------|
| KANAGAWA MARU..... J. MacKenzie..... | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID..... | SATURDAY, 13th Dec., at Daylight. |
| TAMBA MARU..... J. W. Walcott..... | NAGASAKI, KOBE and YOKO..... | TUESDAY, 16th Dec., at Daylight. |
| KINSHU MARU..... F. L. Pyne..... | VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKO..... | TUESDAY, 16th Dec., at 4 P.M. |
| SADO MARU..... S. J. G. Parsons..... | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID..... | SATURDAY, 27th Dec., at Daylight. |
| YAWATA MARU..... A. E. Moses..... | NAGASAKI, KOBE and YOKO..... | SATURDAY, 27th Dec., at Noon. |
| SHINANO MARU..... M. J. Curran..... | VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, NAGASAKI, MOJI, KOBE and YOKO..... | TUESDAY, 30th Dec., at 4 P.M. |
| KUMANO MARU..... E. W. Haswell..... | SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE..... | THURSDAY, 1st January, at 4 P.M. |
| SANUKI MARU..... W. Townsend..... | KOBE and YOKO..... | FRIDAY, 2nd January, at Daylight. |
| BOMBAY MARU..... | BOMBAY, VIA SINGAPORE and COLOMBO..... | FRIDAY, 2nd Jan., at Noon. |

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-trip Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th December, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 14th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd December, 1902. [1001]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

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|---------------|----------------|-------|---------|
| Tacoma..... | A. Dixon..... | 2,811 | Dec. 17 |
| Trenton..... | | 9,666 | Dec. 30 |
| Victoria..... | J. Pantou..... | 3,502 | Jan. 3 |

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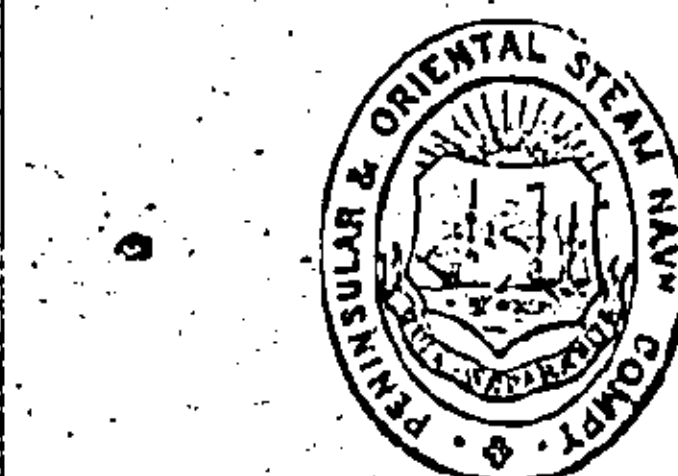
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For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong 6th December, 1902. [1100]

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TO LET.

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Hongkong, 29th November, 1902. [1209c]

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Hongkong, 8th December, 1902.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 8, 1902.

WEST RIVER TRADE.

Were any proof needed of the great importance of opening up the inland waterways of Southern China the facts and figures furnished each year in the Chinese Imperial Maritime Customs returns of trade and trade reports would supply it. "It may confidently be said that, in spite of its pirates, snakes, insects, inundations, plague, fevers, epidemics, heat, dampness, and a general disrepute attached to it by people for whom Shamen or the Shanghai Bund constitute the whole of China, the West River Delta, with its soil so rich and fertile, its people so intelligent, active, and progressive, its villages, and cities so easy of access, has, if peace gives it its blessings, a future, and a great future before it." These are observations by Mr. J. A. Van Aalst, the Commissioner of Customs at Samshui, who has furnished a most readable and extremely interesting report upon the trade of the district during 1901, concerning which we may be pardoned for dwelling at greater length than usual. It will be remembered that by the terms of an agreement, signed at Peking on the 4th February, 1897, the Chinese Government engaged to open Wuchow, in Kwangsi; and Samshui city and Kongkum market as Treaty Ports and Consular Stations with freedom of navigation for steamers between Samshui and Wuchow and Hongkong and Canton by a route from each of the latter places and Kongmoon, Kumchuk, Shuihing, and Tak-hing were established as ports of call, the former having since been opened up under the New Treaty as a Treaty port. From each of these places the most gratifying reports are furnished by the Commissioners of Customs, and although the conditions of the surrounding district are such as to have an adverse benefit on both the import and export trade the returns show satisfactory increase each year. The trade of the West River Delta is a matter of grave importance to Hongkong, and furnishes no inconsiderable profits to those of our citizens already having commercial interests in the locality. The Commissioner of Customs at Samshui points out that during the period under review the trade of that port and its principal stages, Kongmoon and Kumchuk, showed undoubted signs of its tenacious vitality and unrestrained tendency to grow and expand, in spite of terrorising practical spectacles and intimidating fiscal realities. Consequent upon the events of 1900 it was generally depressed, but soon after China New Year a "bustling revival showed itself in commercial matters, in local industry, in agricultural pursuits, and even in the elements: Custom receipts (the thermometer of commercial activity) increased month by month, the output of silk (the chief industry of the delta), attained a very satisfactory figure, the harvest of rice (the main staple of the district) produced two good crops, and the river (the highway of trade) rose to such a height that the flooded British Consulate had to show side lights to notify its position to the fleet of vessels passing it on all sides. When one realises that the likin at Samshui was capable of producing about Tls. 300,000 a year, some idea can be formed of the junk traffic passing the point, and of the revenue capacity of the place. From the report we gather that for 1902, the foreign Customs Revenue of the district was Hk. Tls. 174,707 made up as follows:—Samshui, Hk. Tls. 113,664; Kongmoon, Hk. Tls. 37,745; and Kumchuk, Hk. Tls. 23,318. This was the highest on record, in spite of the disappearance of kerosene oil, piece goods, cotton yarn, and other articles passed over to the Native Customs. Piece goods were driven away from steamers to junks and from foreign to native customs by the 5 per cent tariff, but the Commissioner is confident that when an enterprising firm establishes itself at the port for the purpose of dealing in those commodities, and commences canvassing the North River, Samshui will no doubt become a most important market. No better site for all sorts of distribution could be found than Samshui.

shui, did not likin and Ch'ang Kuan conspire to retain the trade at Canton. Tanks, he states, could be safely and conveniently built at Kongmoon, where junks coming from Nanning and West Kwangsi with rice could easily take their return shipment of oil without having to go to Canton. This, he adds, will be some day, when fiscal competition comes to an end. The importation of kerosene oil, through the foreign customs, which in 1900 was: Samshui, 483,000 gallons, Shuihing, 199,000 gallons; Kongmoon, 35,000 gallons fell in 1901 to Samshui, 33,000 gallons, Shuihing, 124,000 gallons, and Kongmoon, nothing. The reason assigned for this was merely a saving of some \$15 per 100 cases imported in native vessels through the native customs, illustrating the promptitude with which the Chinese trader will forsake one market for another if he can save money. The exportation of native goods steadily advanced, the most important items being fire-crackers, packing straw bags, straw mats, for beds, paper and rice birds, of the latter 21,000 dozens being tinned in 1901. As we all know, these birds are delicious when fresh; but, Mr. Aalst observes, after having been enclosed in tins, with highly malodorous grease, they become repulsive to the foreign palate. Their cost, moreover—40 to 50 cents a tin on the spot—would preclude their exportation to European markets. The delicacy is reserved for the Californian Chinese, together with equally unpalatable tinned meats, fish, worms, frogs, and fruit. The netting of these birds takes place in autumn, under the direction of Cantonese merchants, who travel there for the purpose, and after they leave with their harvest, not one tin of birds can be found in the district. Dried rats are also considered a delicacy in the Canton province, and cost about 35 cents a catty. Regarding the shipping of the port, the most important fact to be noted is that during the year changes in the nationality of vessels was observed. The British flag was carried by two steamers plying between Canton and Wuchow via Samshui, and by four others running regularly between the latter port and Hongkong. Five Chinese steamers connected Samshui with our own port, and two with Canton. Many of the steamers under the British flag were Chinese owned, the Hongkong regulations compelling them to fly the red ensign and carry foreign officers, the tonnage being over 60 tons. The Portuguese flag was flown on two steamers only, which plied daily to and from Macao. It appears that the aggregate cargo-carrying capacity of the vessels visiting Samshui was considerably in excess of the port's requirements, with the result that freights were lowered so as to leave but little margin for profits. We, however, have the assurance of the Commissioner, that "great developments are expected in the delta, while steam launches have already exhibited signs of activity. Inward and outward, some 210,000 passengers, of which more than 130,000 travelled between Kongmoon and Hongkong, and 26,000 between Kongmoon and Macao were carried during the year, so that the importance of our new Treaty port as regards transport of passengers is quite apparent. In concluding, Mr. Aalst refers to the opium traffic as follows:—Very little foreign opium comes lawfully into the delta; clandestinely it is quite another affair, and it is said that smuggling via Wongmoon is carried on on quite an extensive scale by evil-doers using the various steamers visiting Kongmoon. It is reported also that a good deal of native opium finds its way into Hongkong by the same channel." Glancing at the Wuchow trade report for last year we find another very gratifying statement, showing as it does, in comparison with the net total value of the year preceding, an advance of something like one million taels, the best on record since the opening of the port. The total net value of the trade was Hk. Tls. 7,496,243 as compared with Hk. Tls. 6,554,591 in 1900, Hk. Tls. 6,134,183 in 1899, and Hk. Tls. 4,221,758 in 1898. On the other hand, there was a falling off in the exports which Mr. Ernest Alabaster, the Acting Commissioner of Customs, attributed to the complete failure of the sugar stocks, resultant upon the former season's bad crops; and when the figures are furnished for the present year one cannot hope to find any material change; for the province of Kwangsi, always more or less in a state of unrest, has been more than usually disturbed, and both trade and people have suffered much. The year under review was locally uneventful, with the exception of the unusual rise of the river. Building operations upon the British Consular property across the Fu-ho were continued, and at the other extremity of the port the American Baptist Mission commenced the erection of premises on a site adjacent to Messrs. Jardine, Matheson, & Co.'s property. A British firm, financed by Chinese capital and managed by a native staff was opened in the autumn and is said to be doing well. It owns one of the usual type Hongkong passenger steamers

and are agents for another. In March the amalgamated companies placed an additional stern wheel steamer, the *Sainam*, upon the Canton-Wuchow line, and the move was fully justified by the satisfactory returns reported. Adverting to statistics, we find that the total revenue for the year amounted to Hk. Tls. 348,215, or an excess of Hk. Tls. 45,000 over the collection for the previous year, and being the maximum collection so far recorded. For this satisfactory position shirtings, yarn, metals, kerosene oil, and matches were chiefly responsible, the former having established a firm hold on the middle classes. The net value of foreign imports was estimated at Hk. Tls. 5,554,443, against Hk. Tls. 4,496,811 in the year preceding. Hongkong prices throughout the twelve months ruled low, and in this respect beans, which form an uncertain import on account of their being an actual production of the province, were considerably affected. A noteworthy feature of the imports is the distribution of foreign flour, which is so much in favour on account of its whiteness and purity for the making of comestibles. During the year 12,474 piculs were imported as compared with 3,658 for the corresponding period of the previous twelve months, and these passed to ten principal centres in Kwangsi, together with An-Shun, in Kweichow, graded in three qualities, locally priced at Tls. 1.70, Tls. 1.50, and Tls. 1.30 respectively per bag, averaging 37½ catties. The export trade, with the exception of sugar, was fair, although it is worthy of note to find that with poultry, 623,253 domestic fowls, &c., were exported principally from Kongchow, and were remarkable for their plump condition, plumage and weight. As for the native coal passed for steamer use, which is obtained from the surface of the areas in Kuei-hsien and Ho-hsien, the Commissioner points out that it continues smoky and crumbly, and is neither suitable for the household grate nor the furnace. Although the outward transit figures are below those of the previous year owing to the failure in sugar, the accounts place the prospects for the present year as good. Among the new items under this head appear China root (whole) and dried lizards, the latter chiefly coming from Nanning and Hsueh-chow, passing to the coast ports via Hongkong, and are used for the cure of consumption and elephantiasis and as a tonic. Regarding the shipping, the import entries—479—were practically the same as those of 1900, but the tonnage—96,540 tons—considerably advanced, largely from the appearance of the *Sainam*. The flags represented continued British and Chinese, the latter predominating. Freights on some principal imported commodities from Hongkong were as follows:—Cotton Yarn, 80 cents per bale; kerosene oil, 8 cents per case of two tins; window glass, 30 cents per box of 100 square feet; flour, 5 cents per bag, and bar iron, 25 cents the picul. These appear to be the principal items of local interest respecting the chief ports on the West River, and as the development of industrial enterprises, the extension of railways, and the expansion of the various resources of the district is pushed forward much greater results may confidently be expected.

LOCAL AND GENERAL.

HONGKONG DOCK.—C. S. shares are in strong demand at \$215.

CRICKET.—On Saturday the "Longs" beat the "Shorts" by one run and nine wickets. The "Shorts" total was 141 runs.

LEPROSY IN PARIS.—There are 19 incurable cases of leprosy in St. Louis Hospital, Paris. The public have become alarmed.

FOOTBALL.—Saturday's match between the Hongkong Football Club and H. M. S. *Ocean* resulted in a win for the Naval team by goals, 2-0.

THE BURMAH OIL FIELDS.—The Indian Government has refused the Standard Oil Company permission to prospect the Burmah oil fields.

BAZAAR.—On the 12th inst. a bazaar will be held in the City Hall, under the patronage of Sir Henry and Lady Blake, in aid of the Chinese orphans of the Asile de la Sainte Enfant.

FRANCE'S POPULATION INCREASING.—The population of France during 1901 increased by 72,393 persons. The increase is due greatly to more births, but especially to the lower death-rate.

ENGLISH RADICALS ACTIVE.—In anticipation of their argument powers under the Education Act, the radicals are displaying an increase of activity in connection with the Council elections.

DANGEROUS HOUSES.—While a Chinaman was engaged yesterday in the demolition of a house in Sha-tin, in the New Territory, a beam suddenly broke from the building and was hurled on the unfortunate workman. Death was instantaneous.

RUN ON A FRENCH BANK.—A rum has set in upon the non-postal banks of France. It is attributed to reactionary agitators. Since the beginning of the present year the withdrawals from the banks indicated have exceeded the deposits by 84,000,000 francs (about 23,800,000).

THE SOMALILAND EXPEDITION.—The London *Daily Mail* states that a naval brigade will shortly be landed for active service in Somaliland.

LAND FOR SALE.—Enormous tracts of land in the Orange River Colony are being offered for sale. Farms aggregating 44,000 morgen (about 110,000 acres) will shortly be auctioned.

DEMOLITION OF PRETORIA FORTS.—The work of demolishing the forts erected by the Boers round Pretoria after the Jameson raid, has begun. The guns are being parked in the city barracks.

SCOTTISH-AUSTRALIAN MINING.—The accounts of the Scottish-Australian Mining Company, Ltd., show a profit for the half-year of £4589. A 3 per cent. dividend has been declared, and £839 carried forward.

THE STEAM REVEUE CUTTERS *Balabac* and *Puluan* built by S. C. Farnham, Lloyd and Co., Ltd., for the Philippine Government, have, like their sister-ships, proved satisfactory in every way on their trial trips.

RETURN OF VISITORS to the City Hall Library and Museum for the week ending 7th December, 1902:—

| | Library | Museum |
|-------------|---------|--------|
| Non-Chinese | 205 | 92 |
| Chinese | 89 | 2,176 |
| Total | 294 | 2,268 |

THE REMAINS OF THE LATE VICEROY of the two Kuang provinces, H.E. Tao Mu, arrived at Shanghai from Canton last Monday and were the same day placed in a large native houseboat and towed by a sam launch to Chih-ling (Kashang) by way of the Soochow Creek. His late Excellency's family accompanied the remains.

THE ROYAL NAVY.—The tenders which the Lords of the Admiralty invited from Clyde shipbuilders a fortnight ago referred to a first-class cruiser of 13,000 tons, with a speed capacity of 22 knots. The guns are to be within the citadel, instead of in casemates, and will include several 9 in. weapons. The cruiser Squadron is being gradually strengthened, and will ultimately consist of the *Drake*, the *King Alfred*, the *Good Hope*, two vessels of the *Brilliant* and three of the *County* class.

THE GERMAN ADMIRAL, who arrived on Saturday afternoon in his flagship, *Friedrich*, accompanied by his Flag-Lieutenant, his secretary and the German Consul, landed at Blake Pier at 11 o'clock this forenoon. Two companies of the Sherwood Foresters, with their colours and the Band, were drawn up at Blake Pier to receive them. After an inspection, the party proceeded to Government House, where they paid an official call on H.E. the Governor, Sir Henry A. Blake, G. C. M. G.

THE LOSS OF THE *VENTNOR*.—A magisterial inquiry into the loss of the steamer *Ventnor* was commenced at Auckland on the 14th ult. the allegation being that the wreck was caused by negligent navigation. No charge at present is laid against the surviving officers, Cameron and Ure, both of whom were off duty at the time the vessel struck. Mr. Cameron, the first mate, stated that the captain was not the worse for liquor after leaving Wellington, and no liquor was served after striking. The compasses were adjusted in June last. The vessel was well found. The captain was justified in attempting to reach Auckland, believing that the watertight compartments would keep the vessel afloat. Eventually the bulkheads must have given way, as the *Ventnor* sank with amazing suddenness.

ITEMS.—From Japan paper we learn that the political world of Seoul is in a ferment again, but these complications are so frequent and so incomprehensible that the details are not worth giving. The total amount of gold coined, less recoinage, in Japan to date, is 293,790,000 yen, of which the sum remaining in the country is only 73,046,423 yen.—An old Kobe resident proposes to sail to San Francisco with one Japanese sailor in a boat 27 by 9 feet, now being built at the Kawasaki Dockyard.

Mr. R. Clark, well-known as the "shore gunner" of the P. & O. at Kobe, died there after forty years' service in the Company on the 27th ult., aged 62.—Mr. R. J. Bennington, the popular chief officer of the T.K.K.S. *America Maru*, died at Yokohama on the 24th ult. The *Peking* and *Tientsin Times* says:—The R.M. steamship *Clive*, due at Shanghai on 18th December, will convey back to India the 10th Jata and all other details awaiting passage to that country.

TALE OF A LOST BIRD.—Before Mr. Kemp this morning, a bird dealer was charged at the instance of Mrs. Joseph, for using abusive language and alleged bird stealing. It appears that a few days ago, the complainant lost one of her parrots, which had been in her possession for the last eight years. On 9th ult. afternoon, having occasion to go to the dentist accompanied by her son, the complainant in question went into a bird-fancier's shop to change some money. Whilst doing so, she heard the familiar words of "Mother, mother, come here." On looking up she found her lost parrot. Naturally the bird dealer was asked to bring the bird down, which he refused and at the same time commenced abusing the complainant. Although she was willing to pay for the lost bird, and on being refused, she informed the police, with the result that Detective Sergeant Kerr and an Indian sergeant went down to the shop and got the bird. On the bird being placed in its rightful owner's "cage" showed every sign of affection. The upshot was that the bird-fancier was fined 25s. or 14 days, and the bird returned to its owner.

THE KAISER'S RESTING PLACE.—The new cathedral at Berlin is now in its last stages of completion. It is in this building that the Emperor has expressed his desire eventually to be buried. It has cost £800,000, and is a magnificent specimen of the architect's art.

PACIFIC CABLE CHARGES.—The Pacific Cable Board has fixed the charge for messages to Australia and New Zealand at 3s a word for ordinary message, 2s a word for Government messages, and 1s a word for press messages. The Eastern Extension Company is likely to lower its rates for messages between England and New Zealand.

PUNISHMENTS FOR DUELLING.—M. le Comte has introduced a bill in the Senate at Paris making duelling a misdemeanour punishable by imprisonment and fine. The bill provides, if death ensues from the encounter, for the punishment of the surviving duellist with imprisonment from one to three years and a fine of from \$100 to \$1,000.

NAVIGATING THE AIR.—The Rev. John M. Bacon and Mr. Stanley Spencer, of Spencer Bros., two distinguished aeronauts, have sailed in their steerable balloon from the Isle of Man, and landed safely in Dumfriesshire. A trail rope was suspended down to the water. The experiments were intended to ascertain the visibility of submarine boats at various depths. The gunboat *Fennow* escorted the airship and exchanged signals with it.

SHELL STEAMER *CLAM*.—The Shell Transport Company's steamer *Clam* has just arrived at Sydney with 450 tons of oil for that company, from Batavia. The whole voyage was made with liquid fuel. She made an average speed of 9½ knots an hour, which is half a knot better than her speed under coal consumption. Oil is sprayed into the furnaces by means of a steam injector. The most noticeable feature is the cost of operating. When using coal the *Clam* had a crew of 57 hands; now her complement is 40 hands.

UNSAFE BUILDINGS.—A veritable Niagara was to be seen this morning pouring its water into Queen's Road Central from a lane proceeding from Upper Lascar Row. It seems that the main waterpipe burst last night, near No. 7 Upper Lascar Row, where the water after coursing through the foundations and buildings in construction emptied itself into Queen's Road. It may be mentioned that these buildings, as they now stand, present a very unsafe appearance and what with the rains of the last few days meeting the bricks and mortar, and the bursting of the main at their foundations, the outlook for these houses when constructed is far from being safe.

THE FAMOUS KRUPP WORKS.—A writer in the *Times* gives an interesting description of the extent of the great Krupp Works at Essen. This vast establishment was the sole property of one man, the late Mr. Frederick Alfred Krupp, who employed 43,083 persons. A census taken in May, 1900, showed that the total number of persons connected with the works, including wives and children of those employed, was 147,645. The founder of the business in the first decade of the nineteenth century invested his savings in the new art of steel-making, which was then practised at Sheffield, and after fifteen years of unprofitable perseverance with his venture died, leaving the secret of steel-making with his son, a lad of 14. Eleven years later, after severe difficulties, a three pounder cast steel gun was finished. The late owner entrusted the management to a board of fourteen directors.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Kiautschou*) to-morrow.

Indian (*Lightning*) 10th inst.

German (*König Albert*) 10th inst.

Canadian (*Athenian*) 11th inst.

American (*Gaelic*) 14th inst.

Canadian (*Empress of China*) 22nd inst.

American (*Hongkong Maru*) 23rd inst.

American (*China*) 31st inst.

The C. M. S. N. Co's steamer *Orpuck* left Singapore on 6th inst., and is expected here on 12th inst.

The O. S. S. Co's steamer *Tydeus* left Singapore on 8th inst., and is expected here on 15th inst.

The Imperial German Mail steamer *Kiautschou* left Shanghai on Saturday, at 11 p.m., and may be expected here on or about to-morrow, the 9th inst., at 6 a.m.

The Canadian Pacific Railway Co's steamer *Tartar* arrived at Shanghai at 4 a.m., on Sunday, the 6th inst., and left again at 3 p.m., same day, for Nagasaki where she is due to arrive at 6 a.m., on Tuesday, the 9th inst.

The P. M. S. S. Co's steamer *Gaelic* with mails &c., from San Francisco to the 15th ult., via Honolulu, has arrived at Yokohama and left for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The Imperial German Mail steamer *König Albert*, carrying the German Mails, with dates from Berlin of the 13th ult., has left Singapore on Saturday, at 2 p.m., and may be expected here on or about Thursday, the 11th inst., at 6 a.m.

COTTAM & CO. FOR RUN BATH.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with "Der Ostasiatische Lloyd.")

The Evacuation of Shanghai

AND THE BLUE BOOK.

BERLIN, 6th December,
5.35 p.m.

The English Blue Book dealing with the question of the evacuation of Shanghai contains no friendly references towards Germany.

Anglo-German Friendship.

THE VENEZUELA ACTION.

Owing to the united action in Venezuela the relations between London and Berlin are much friendlier.

Reichstag Debate.

EFFORTS OF OBSTRUCTIVISTS.

The uproarious behaviour of the Socialistic party in the Reichstag has resulted in greater unanimity on the part of the majority. On account of his behaviour Singer was suspended from yesterday's sittings. Richter, though against the Bill, condemns the constant and uproarious obstruction.

The Social Democrats are using every possible means to retard the proceedings, and it has therefore been proposed to alter the programme in order to get through with the second reading of the Bill before Christmas. The Reichstag proceedings yesterday were not closed till mid-night.

(Ruter's.)

The Remount Case.

LONDON, December 5th.

At the Munster Assizes the grand jury threw out the bills in the Studdert Remount case.

Mr. Chamberlain at Cairo.

Mr. Chamberlain and party on their arrival at the railway station at Cairo were met by Lord Cromer, General Wingate, Sirdar of the Egyptian army, and representatives of the Khedive. They will rejoin H.M.S. *Good Hope* at Suez on Sunday, and in the meantime will be the guests of Lord Cromer.

Venezuela.

H.M.S. *Indefatigable* has arrived at Log-naire.

A Nigerian Expedition.

It has been decided to send an expedition of 400 to 600 West African troops against Kano, Nigeria. The Emir, who has large forces at his command, is making extensive preparations.

LATER.

The Strikes at Marseilles.

The negotiations instituted by the French Government to terminate the strike at Marseilles have failed, the masters' offers being unsatisfactory. The men are now issuing a violent manifesto.

The 1st Life Guards.

Lord De Ros has been gazetted Colonel of the 1st Life Guards, in succession to the late Prince Edward of Saxe-Weimar.

Their Majesties to visit Ireland.

December 6th.

Earl Dudley, Lord Lieutenant of Ireland, has informed the Lord Mayor of Dublin that Their Majesties King Edward and Queen Alexandra will visit Ireland early in 1903.

Mr. Chamberlain in Egypt.

Mr. Chamberlain yesterday visited the Cairo barge.

The U. S. Minister to Japan.

It is stated at Washington that Mr. John Barrett, St. Louis Exposition Commissioner for Asia, will be appointed United States Minister at Tokio.

Scene in the French Chamber.

In the French Chamber to-day, the Minister of Justice replying to the Nationalist allegations of Government complicity in the Humbert case, recalled the fact that Frederic Humbert was a Boulangist deputy. Thereupon a violent scene took place, Radicals and Nationalists leaving their seats and becoming engaged in a general mêlée. The sitting was twice suspended.

(N. C. D. News.)

The Appeal of the Boer Generals.

LONDON, 2nd December.

The Boer Generals have published a list to show the English subscriptions to their fund. It amounts to £25,287, including £20,584 from Mr. Phipps, and three other subscriptions of £500 each.

ASK FOR ASAHI JAPANESE BEER.

G. G. G. G.

A Cabinet Crisis in Greece.

As a result of the rural elections, the Greek Cabinet has resigned.

The Martial Law Commission at The Cape.

The report of Lord Alverstone's Martial Law Commission shows that 791 cases were investigated; only a few sentences were confirmed and the majority were greatly reduced. A number of prisoners were released.

(Kobe Herald.)

O.S.K. Steamer Disabled.

FUSAN, 26th November.

The O.S.K. steamer *Sumidagawa Maru*, which left Gensan for Fusan, broke down off the coast of Kashin Cape, 50 miles east of the former port, on the 24th, at 7 a.m. The propeller shaft of the steamer was broken; but the vessel was taken to Chosen Bay after great difficulty. News of the accident was wired thence to Gensan and a steamboat was sent to the scene from there this morning. The disabled steamer is to be towed to Gensan this evening at 9 o'clock. The *Tokio Maru* was sent to Gensan to-day to tranship the passengers and cargo which are all safe.

S.S. "Nagata Maru" Ashore.

TIENSIN, 26th November.

The No. 2 *Nagata Maru*, belonging to Messrs. Oguri & Co., which left Newchwang on the 19th inst., went ashore on a shallow at Cada Cape, Haifong, Shantung province, 49 miles to the south-east of Taku on the 20th inst. during a storm. The ship had 700 Chinese on board and was bound for Taku. The vessel was dry at ebbside and the Chinese passengers were all landed. Mr. Sato, second officer of the steamer, escorted by two cavalrymen of the local Government, arrived at Tientsin on the 24th and reported the matter to the Consulate here. The Japanese Consul applied to the Chinese authorities to protect the vessel and the Governor of Shantung wired back that some troops would be sent to the scene promptly. It is reported that the Japanese Consul at Chefoo will negotiate with the Taotai for the despatch of Chinese troops from Chefoo to the scene. Chinese pirates are rife in the district and the Japanese cruiser *Takachiko* was also sent to the scene from Taku yesterday. The stranded steamer is of 305 tons and carries a crew of eighteen in all.

California Seizes Connection with China.

LO DON, 27th November.

President Roosevelt has signed a contract for a submarine telegraph cable from California to China, via Guam.

ITEMS:—The *Chefoo Express* in its leading article of the 22nd ult. expresses great hopes of the advent of the *Chefoo* from the transfer to Wihaiwei of the British garrison now at Shanghai. The building of a breakwater is urged, and it is pointed out that every effort must be made to prevent the shipping trade of Chefoo being attracted by superior facilities to Tsingtao. Japan papers state:—A man who was executed in 1864, one of the "enchu party, and who received posthumous honours as a hero on the occasion of the recent manoeuvres in Kinshu, is still living at Osaka. The sum paid for the lot bought by the Oriental Hotel Co. at Kobe was 29,000 not 290,000 yen. A foreign sailing ship of about 2,500 tons, timber-laden and abandoned, has been cast ashore on the coast of Formosa. Artificial camphor fully equal to the natural product, is being made from turpentine at New York.

THE OTTILIA PEDERSEN:—The crew of the abandoned schooner *Ottilia Pedersen* have arrived at San Francisco in the transport *Shirah* from Nahaiki, leaving again J. C. Hanson of the *Pedersen* in Japan, awaiting orders from the owners of the vessel in that city. The nine men who made up the crew of the schooner were First Mate K. Scheldrop, Second Mate K. C. Barnum and James John Matson, S. Britton, James Murphy, John E. Luker, T. Thoni, A. M. Peterson and W. B. Moss. It will be remembered that the schooner was bound from Wihaiwei for Hongkong with a cargo of 900,000 feet of lumber, and on October 15th, when 600 miles off the coast of Japan, lost her rudder. In a gale and began to leak. The leak was kept down by the crew, but the vessel, according to First Mate Scheldrop, was entirely unmanageable without a rudder and went over on her beam ends. The crew was immediately prospect of the big schooner foundering, when the American gunboat *Princeton* put in an appearance and took off Captain Hanson and his nine men. Had the *Princeton* herself not been suffering from some little disability, says Mate Scheldrop, she would have taken the schooner in tow for Nagasaki but under the circumstances the *Pedersen* and her cargo had to be abandoned. The *Princeton* landed the men at Nagasaki on October 10th. The *Pedersen's* principal owner was Captain John Pedersen of San Francisco, and the vessel was built only last year at Everett, Wash., at a cost of \$54,000. She has a gross tonnage of 7,788, with a length of 180 ft, beam of 38 ft, and depth of 13 feet. In the condition the vessel was in when abandoned she would be regarded as a serious menace to navigation, and so far as the returning members of the crew know nothing has been done to remove the schooner and her huge cargo of lumber from the path of vessels.

ASK FOR ASAHI JAPANESE BEER.

G. G. G. G.

THE DAIRY FARM COMPANY, LIMITED.

THEIR ABSCONDING SECRETARY ARRESTED.

The sixth ordinary yearly meeting of shareholders of the above Company was held this afternoon at the Company's town depot, No. 2 Lower Albert Road, for the purpose of presenting the report of the Directors and a statement of accounts to 31st July, 1902. There were present:—Messrs. F. Maitland (chairman), E. H. Ili ds, S. A. Seth (secretary), J. Walker (manager), Mr. Hutton Potts, J. M. E. Machado and Li g Wong. After the notice convening the meeting had been read by Mr. S. A. Seth, the Chairman said:—Gentlemen, the report and accounts having been in your possession for some time, I will, with your permission, adopt the usual course and take them as read. During the period under review we have had to battle against a rather bad attack of indigestion, the worst since 1896, but we again got over it without very serious loss to the Company. Still further precautions are now being taken to keep the dreaded disease from our farms. We have often thought that the pest was contracted through imported fodder, and as this is now cooked we hope it will have the effect of freeing us from the disease. Our receipts have increased to a considerable extent, but so have our expenses, and during the year ended 31st July last we spent more than we earned in building four fine new cow-sheds and a dairy house at Pokfulam, including cost of a Pasturizer, and a sterilizer from home, repairs and alterations to manager's house, and new cattle. Doubtless we shall feel the benefit of this expenditure in the future, but it is a question whether or no we have been extending on a little too large a scale for our small capital. But for the loss of cattle through indigestion our death rate has been small and at present our herd is in splendid health. I would mention that during the past 3 years the flow of milk increases have taken place in cost of maintenance and cattle:—

| | |
|-----------------------|------|
| Food stuffs | 60 % |
| Wages | 30 % |
| Coolie hire (Cartage) | 30 % |
| Cattle | 65 % |

But for the much larger turnover the Company could not well have been run except at a loss, and the question of a rise in the price of milk is now under the consideration of your Directors.

There appears to be little chance of the cost of maintenance and cattle ever being reduced to the normal prices of a few years ago, and it appears to your Directors that we must meet the increase by charging more for our milk. I have the pleasure to inform you that all our milk is now pasteurized. Our manager tells me that he is of opinion that the change has improved the flavour of the milk, and besides the process of pasteurizing will remove any chance, however small, of sickness from our milk.

I have now to touch with much regret on the disappearance of our late Secretary, Mr. A. P. Moffitt, who absconded early in October after embezzling the Company of a large sum of money. His defalcations in 31st July, 1902, amounted to \$5,735.26 and this sum has been written off Profit and Loss account. I am sorry that a sum of \$5,296.15 will also have to come out of next account making the large total of \$10,031.41 misappropriated funds. I can only say that he was thoroughly trusted by your Directors and that he has deceived them. In immediately I discovered his disappearance I swore an affidavit for his arrest, but unfortunately he had left Shanghai. He has never been arrested in America and the Government have taken up the case as a criminal offence, and have applied to the United States authorities for his extradition. There is, I fear, no chance of getting any of the money back for he started to misappropriate the Company's cash eight months ago. Should any shareholder desire for further particulars of his defalcations I have them before me and can either give them to the meeting or he can wait and inspect them after this meeting. We have engaged Mr. S. A. Seth as Secretary in place of Mr. Moffitt. Your Directors desire to record that they have been very pleased with Mr. James Walker, our manager, for the zeal and attention he has shown to the Company's interests. In view of the great increase in the business of the Company, we engaged at home a Mr. Allan Stevenson, to act as sub-manager and from the testimonials sent out we have every reason to believe that he is very well up in all dairy and farming matters. He is expected to arrive here early next year. Your Directors trust that the division of the profits will meet with your approval and are sorry that the dividend has had to be reduced owing to Mr. Moffitt's defalcations. The policy of writing down our cattle and buildings and adding the reserve is a sound one and it must not be overlooked that our reserve is all in buildings, cattle and stock. Before moving the adoption of the reports and accounts I shall be glad to answer any questions to the best of my ability.

No questions being asked Mr. F. Maitland proposed, and it was seconded by Mr. Machado, that the accounts be adopted and passed. Carried. Proposed by Mr. Machado and seconded by Mr. Ling Wong, that Messrs. Noble and Hinds be re-elected directors for the ensuing year. Carried. Proposed by Mr. Maitland, seconded by Mr. Machado, that Mr. W. Hutton Potts be re-elected auditor. Carried. The Chairman thanked the gentlemen for their presence, and stated that dividend warrants would be ready to-morrow. The meeting terminated.

ASK FOR ASAHI JAPANESE BEER.

G. G. G. G.

THE SECOND STREET COLLAPSE INQUIRY.

CONTRACTORS COMMITTED FOR TRIAL.

The hearing of the collapse inquiry regarding Nos. 10 and 12, Second Street was continued this evening, and the two contractors were committed for trial, bail being refused. The jury added the following rider:—
"The sooner the P. W. D. is placed in a position to attend to the construction and alterations of building the better and also that life would be protected against the result of what is done by the unscrupulous carelessness of contractors."

ALLEGED FALSE PRETENCES

AN AMERICAN BARRISTER-AT-LAW IN TROUBLE.

Howard D. Terrill, who stated that his calling was that of an attorney-at-law, late of Manila, was charged before Mr. F. A. Hazeland this morning with attempting to obtain the sum of \$1,200 by means of false pretences at Manila. The prisoner was arrested on Friday evening by the Water Police, on information received from Manila. Prisoner was just landing when he was arrested. At the request of Inspector Williamson the Magistrate remanded the case for certain documents to come from Manila.

HONGKONG BOUND STEAMER

RESCUES 16 FISHERMEN IN DISTRESS.

The str. *Empire* arrived from Moji this morning and we learn that on Saturday, in Lat. 27° 54' N. Long 121° 55' E. while the vessel was steaming before a strong N. W. wind and high sea, four small fishing sampans were sighted making signals of distress. Captain W. McArthur immediately stopped and by manoeuvring his ship with consummate skill got all the fishermen on board the steamer. The men, sixteen in number, were unable to save any effects as darkness was coming on and there was fear of losing sight of the boats. The four little derelicts are still, no doubt, floating about the China S. directed by the tide and wind.

TERRIBLE DISASTER OFF NEW ZEALAND.

"ELINGAMITE" A TOTAL WRECK.

From Australian papers to hand we learn that on the morning of the 9th ult, the Australian vessel *Elingamite*, while on a voyage from Australia to New Zealand was wrecked during a fog on the rocks known as the Three Kings. It is stated that, at least, eight persons sank with the steamer. Forty persons were reported to be missing when the last mail left. A raft with eight survivors was picked up by H.M.S. *Pequin*. An extended account is withheld until our next issue.

A LULL BEFORE A STORM:—There has not been quieter times in Peking since the Relief of the Legation than exists just now. Rebellions are dead writes, the Peking correspondent of the *Shanghai Mercury*. No credence is put in the stories about Tung Fushang, the boxers in the south of this province or anywhere else. On the contrary the reports of the Viceroy and Governors that everything is peaceful is accepted. In Sechuen the new viceroy has already agreed on a large part of indemnities arising from the late unpleasantness there. The report of the garrisoning of a town near Harbin by the Russians, because it was in terror of bandits caused no comment. The matter which has unnecessarily caused needless talk was the false report that the military mandarin responsible for the death of Missionary Lewis had been allowed to escape. The Tientsin papers now, four days after the man was beheaded, are still talking of the escape.

COTTON QUOTATIONS.

Hongkong, 8th December.

| Malwa New | Per chest |
|-----------------|---------------|
| OLD | \$1,000/1,040 |
| PATNA NEW | 985 |
| OLD | 995 |
| DEWAR'S NEW | 985 |
| PERSIAN (PAPER) | 790/780 |

To-day's Advertisement.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI"

Captain Belaini, will be despatched as above on SATURDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 8th December, 1902. [1344]

To-day's Advertisements.

THEATRE ROYAL

Lessee and Manager Mr. W. REULE.
Representative Mr. ARTHUR SEYMOUR.

JANET WALDORF COMPANY.

THIS AND TUESDAY EVENINGS,
(Only Two Nights),
Gilbert's sparkling Comedy

"PYGMALION AND GALATEA"

Full of excellent Humour and Complications that all can enjoy.

GALATEA Miss Janet Waldorf.
PYGMALION Mr. Noval McGregor.

Crowded houses nightly have witnessed every production by this Favourite Organisation.

WEDNESDAY EVENING.

First Production here of the Latest London Success.

"SHERLOCK HOLMES."

A Sensational Drama full of Thrilling Situations and Amusing Incidents.

Box Plan at ROBINSON'S. Tariff \$3, \$2 & \$1.
Doors Open at 8.30. Performance at 9.
Special Train and Ferry Services.

Hongkong, 8th December, 1902. [1340]

WANTED.

AN ASSISTANT MATRON for THE HOSPITAL for SOLDIERS' WIVES and CHILDREN, Queen's Road, from the 1st January, 1903.
Salary \$50 a month free Quarters and Rations.

Apply to

SENIOR MEDICAL OFFICER,
Station Hospital,
Wellington Barracks.

Hongkong, 8th December, 1902. [1342]

BAZAAR

in aid of the
POOR CHINESE ORPHANS
of the
ASILE DE LA SAINTE ENFANCE.

Under the distinguished Patronage of Their Excellencies

Sir HENRY and Lady BLAKE.

THE FRENCH SISTERS have the honour

to announce that the ANNUAL BAZAAR will be held at the CITY HALL, on FRIDAY, the 12th instant, at 2 o'clock in the afternoon.

They request the presence of the Community in order to inspect the different Needle and Fancy Works made by their Poor Orphans.

Hongkong, 8th December, 1902.

THE Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons.

Captain N. Tate, will be despatched hence for MANILA, on SATURDAY, the 13th instant, at Noon.

To be followed by

"ROHILLA MARU,"

on or about 19th instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unvaried speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings,
Ice House Street.

Hongkong, 8th December, 1902. [1189d]

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 8th December, 1902. [574d]

THE BEST CHRISTMAS PRESENT for your wife and family is a NEW-YORK LIFE 20th CENTURY POLICY which will remove all danger of want or worry from their future.

Apply at—

18, BANK BUILDINGS,
Hongkong, 5th December, 1902. [1333d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE,"

Captain MacArthur, will be despatched as above on FRIDAY, the 12th instant, at Daylight.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th December, 1902. [1341d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain MacArthur, will be despatched for the above Ports, on FRIDAY, the 12th instant, at Daylight.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

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Hongkong, 8th December, 1902. [1341d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.

| FROM | STEAMERS | DUE |
|-----------------------|--------------|-------------------|
| GLASGOW and LIVERPOOL | "TYDEUS" | On 13th December. |
| " | "TELEMACHUS" | On 31st " |
| " | "PELOUS" | On 8th January. |
| " | "PYRRHUS" | On 14th " |
| " | "DIEMED" | On 28th " |
| FOR | STEAMERS | TO SAIL |
| AMSTERDAM and LONDON | "TANT LUS" | On 9th December. |
| LIVERPOOL, DIRECT | "ALCINOUS" | On 15th December. |
| AMSTERDAM and LONDON | "OLYMPUS" | On 23rd December. |
| LONDON | "PELEUS" | On 6th January. |
| LONDON | "ANTENOR" | On 20th January. |
| LIVERPOOL | "TYDEUS" | On 20th January. |

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th December, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|------------|----------------|
| GLASGOW and LIVERPOOL | "OOPACK" | 12th December. |
| " | "NINGCHOW" | 25th December. |
| " | "PAKING" | 22nd January. |
| " | "CHINGWO" | 3rd February. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|-------------------------------|-----------|----------------|
| MARSEILLES, HAVRE, LONDON and | "TEENKAI" | 20th December. |
| ANTWERP | " | " |
| NAPLES, LEGHORN and LONDON | "HYSON" | 22nd December. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|---------------------------------|------------|----------------|
| VANCOUVER and all PACIFIC COAST | "NINGCHOW" | 27th December. |
| POINTS and NAGASAKI, KOBE and | " | " |
| YOKOHAMA | " | " |

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 8th December, 1902.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|----------|-----------|----------------|
| SHANGHAI | "WHAMPOA" | 11th December. |

| FOR | STEAMERS | TO SAIL |
|---|------------|---------|
| AMOI, SAMARANG and SOERABAYA | "KWEIYANG" | 15th " |
| PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHINGTU" | 29th " |

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 6th December, 1902.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|-----------------|--------------------|
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | 10th Dec, at Noon. |
| RUBI | 2540 | R. W. Almond | Do. | 17th Dec, at Noon. |
| DIAMANT | 1980 | A. H. Nolley | — | — |
| PERLA | 1980 | J. McGinty | — | — |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 3rd December, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA,

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

| Steamship | Tons | Captain | For | Sailing Dates |
|--------------|-------|---------------------|----------------|---------------|
| "INDRASAMHA" | 5,197 | R. P. Craven | Dec. 20, 1902. | |
| "INDRAVELLI" | 4,899 | W. E. Craven | Jan. 14, 1903. | |
| "INDRAPURA" | 4,899 | A. E. Hollingsworth | | |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS, SUBJECT TO ALTERATIONS.

| Destinations | Steamers | Captains | Sailing Dates |
|--------------|-----------------|--------------|---------------------------|
| FOR ANPING | "MAIDZURU MARU" | T. Saito | WEDNESDAY, 10th December. |
| FOR TAMSUI | "DAIGI MARU" | T. W. Groves | SUNDAY, 14th December. |
| FOR FOCHOW | "LANPING MARU" | J. Goto | WEDNESDAY, 17th December. |
| FOR TAMSUI | "DAIJIN MARU" | T. Ogata | SUNDAY, 21st December. |

Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pier on the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 8th December, 1902.

T. ARIMA, Manager.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"MAICHING," Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 9th instant, at 10 A.M. For Freight or Passage apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 8th December, 1902. [1338d]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP. THE Steamship

"BENMOHR," Captain Wallace, will be despatched as above on WEDNESDAY, the 10th December. For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 25th November, 1902. [1338d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to call at PHILIPPINE PORTS). PROPOSED SAILINGS FROM HONGKONG.

"ORONO" About 10th Dec.
"CROYDON" 20th Dec.
"MOGUL" 3rd Jan.
"HINDUSTAN" 15th Jan.
"MACDUFF" To follow.
"SHIMOSA" To follow.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 22nd November, 1902. [1338d]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR," Captain A. Stewart, will be despatched for the above Ports, on THURSDAY, the 11th instant, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 5th December, 1902. [1338d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA," Captain Cobol, will be despatched as above on THURSDAY, the 18th December, P.M. This steamer has capital accommodation for passengers. Electric light and carries a doctor. For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents. Hongkong, 28th November, 1902. [1337d]

HONGKONG TO SYDNEY AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY, 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU" leaves on 29th Dec.
"TAIYUAN" 20th Jan.
"TEINAN" 6th Feb.
"CHANGSHA" 7th Mar.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, C. N. Co., Ltd.

For Sale.

FOR SALE.

ONE BROADWOOD PIANO.

Apply at—ROOM No. 146, Hongkong Hotel, Hongkong, 7th August, 1902. [1336d]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net (8.0) per Cask ex Factory.
In Bags of 250 lbs. Net (8.75) per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 3rd December, 1902. [1338d]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, Nov. 14-16, Queen's Road Central. [1338d]

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

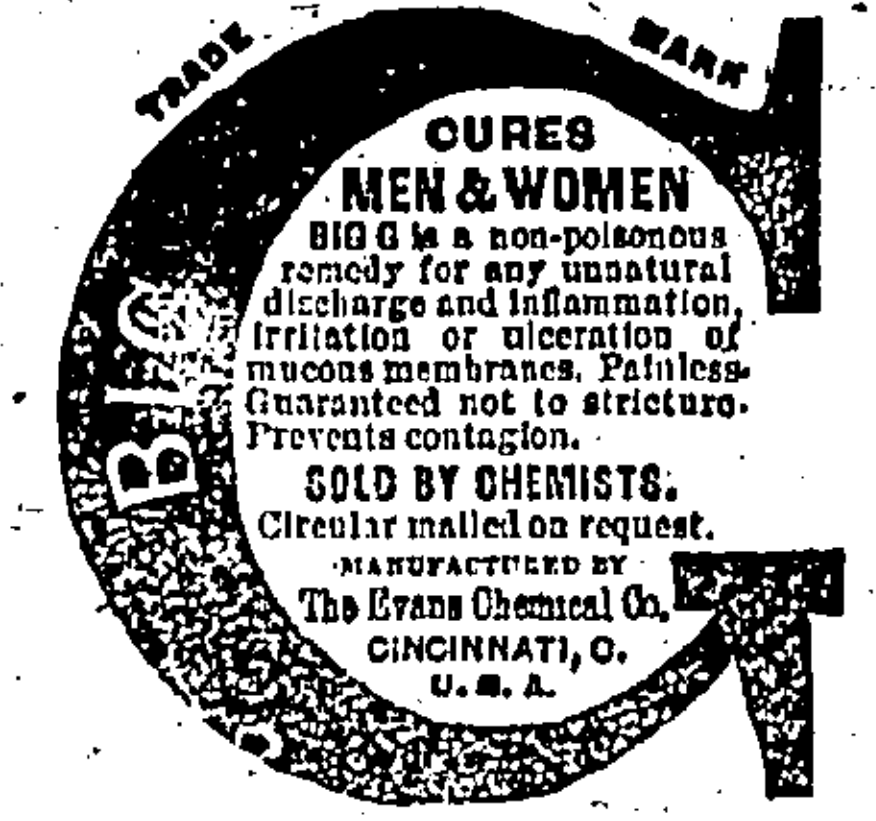
FOR ALL BILIOUS AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—

WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.



DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central, Hongkong, 3rd January, 1903.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

| (per inch.) | |
|-------------|---------|
| One week | \$ 2.85 |
| One month | 7.20 |
| Two months | 13.00 |
| Three | 20.00 |
| Six | 37.50 |
| Twelve | 73.00 |

No charge less than one dollar. Discount allowed on—

3 Months Contracts, 5 per cent.
6 " " " 10 " "
12 " " " 25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at.

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road, Hongkong.

EXCHANGE.

| Hongkong, 8th December. | |
|--------------------------------------|---------------|
| ON LONDON, Telegraphic Transfer | 1/16 1/2 |
| Bank Bills, on demand | 1/16 1/2 |
| Credits, 4 months' sight | 1/17 1/2 |
| Diments, 4 months' sight | 1/17 1/2 |
| ON BERLIN, Bank Bills, on demand | 1/16 1/2 |
| Credits, 4 months' sight | 1/17 1/2 |
| ON NEW YORK, Bank Bills, on demand | 3/8 |
| Credits, 30 days' sight | 3/8 |
| ON BOMBAY, Telegraphic Transfer | 1/17 1/2 |
| On demand | 1/17 1/2 |
| ON SHANGHAI, Telegraphic Transfer | 1/17 1/2 |
| Private 30 days' sight | nom. |
| ON YOKOHAMA, T.T. | 31 1/2 pence. |
| Silver Exchange, Bank's Buying Rate | 52.65 |
| Silver Exchange, 120 taels, per tael | 65.95 |
| Bar silver | 22 1/16 |

Shipping.

Arrivals.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---|---|--|--|--|--|--|---|---|---|---|--|--|--|---|---|---|--|--|--|--|--|--|---|---|
| FUKU BISMARCK, German flag ship, 11,000, Friedrich 6th Dec.—Shanghai 3rd Dec. | EASTERN, British steamer, 3,500, Winthrop 7th Dec.—Sydney 15th Nov., Brisbane 17th, Townsville 19th, Cairns 20th, Thursday Island 22nd, and Manila 5th Dec.—General—Gibb, Livingston & Co. | ZAFIRO, British steamer, 2,611, R. Rodger, 7th Dec.—Manila 1st December, General—Shewan, Tomes & Co. | SAPHIR, Norwegian steamer, 851, Fagerlund, 7th Dec.—Chinkiang 2nd Dec., General—Kwong Man Wo. | DEVAWONGSE, German steamer, 1,057, Ch. Kumpel, 7th Dec.—Bangkok 28th Nov., and Swatow 6th Dec., Wood and Rice.—Butterfield & Swire. | TABURUS, Norwegian steamer, 1,367, N. Seeborg, 7th Dec.—Moji 1st Dec., Coal—Sander, Wieler & Co. | BENMOHR, British steamer, 1,932, A. Wallace, 7th Dec.—Wooing 3rd Dec., Coal—Gibb, Livingston & Co. | LENA, Norwegian steamer, 979, H. Borge, 7th Dec.—Sourabaya 25th Nov., Sugar—Sander, Wieler & Co. | WOODS, British steamer, 1,109, M. Dawson, 7th Dec.—Shanghai 3rd Dec., General—Butterfield & Swire. | TING SANG, British steamer, 1,046, R. Y. Anderson, 7th Dec.—Wuhu and Chinkiang 2nd December, General—Jardine, Matheson & Co. | SOONGARI, Russian steamer, 814, Kastyurin, 7th Dec.—Chefoo 2nd Dec., General—Siemssen & Co. | HAICHING, British steamer, 1,267, A. E. Hodgins, 7th Dec.—Fochow 4th Dec., Amoy 5th, and Swatow 6th, General—Douglas, Lapraik & Co. | TOONAN, Chinese steamer, 956, Blisken, 7th Dec.—Shanghai 4th Dec., General—Siemssen & Co. | ESMERALDA, British steamer, 966, J. Kynoch, 7th Dec.—Saigon 3rd Dec., Rice and Meal—Bradley & Co. | KONNY, Russian steamer, 1,360, Jonovsky, 7th Dec.—Chinkiang 3rd Dec., General—Siemssen & Co. | ALHONG, French steamer, 871, Ristorcelli, 7th Dec.—Haiphong 5th Dec., General—Messageries Maritimes. | PAKHOI, British steamer, 1,279, C. C. Williams, 7th Dec.—Canton 6th Dec., General—Butterfield & Swire. | HOPSANG, British steamer, 1,359, J. M. Hay, 7th Dec.—Canton 6th Dec., General—Jardine, Matheson & Co. | HOKOKU MARU, Japanese steamer, 1,715, K. Yoshimatsu, 7th Dec.—Canton 6th Dec., Ballast—W. W. Long & Co. | AMUR, Russian steamer, 2,449, K. M. Kurloff, 7th Dec.—Canton 6th Dec., General—Siemssen & Co. | LYEOMBER, German steamer, 1,234, Th. Lehmann, 7th Dec.—Canton 6th Dec., General—Siemssen & Co. | PRONTO, German steamer, 632, H. Grandt, 7th Dec.—Canton 6th Dec., General—Siemssen & Co. | HERMES, Norwegian steamer, 849, L. Thorsen, 8th Dec.—Canton 7th Dec., General—Sander, Wieler & Co. | CAPRI, Italian steamer, 2,717, G. Beisio, 8th Dec.—Singapore 1st Dec., General—Carlowitz & Co. | EMERALD, British steamer, 4,495, W. McArthur, 8th Dec.—Moji 4th Dec., General—Gibb, Livingston & Co. | HUE, French steamer, 704, G. Godinard, 8th Dec.—Haiphong and Kwong-chow-wan 7th Dec., General—A. R. Marty. | KWANGTAH, Chinese steamer, 1,536, W. H. Lunt, 8th Dec.—Canton 8th Dec., General—C. M. N. N. Co. | NANCHANG, British steamer, 1,062, Edward Findlayson, 8th Dec.—Canton 8th Dec., General—Butterfield & Swire. |
|---|--|--|---|---|--|--|--|--|--|---|---|---|---|--|--|--|---|---|---|--|--|--|--|--|--|---|---|

Departures.

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|---|---|--|--|--|---|---|--|---|---|---|---|---|--|---|--|---|--|---|--|---|--|
| Dec. 7, Perla, British str. for Manila. | Dec. 7, Doris, Norwegian str. for Saigon. | Dec. 7, Thales, British str. for Swatow. | Dec. 7, Deramora, Norwegian str. for Moji. | Dec. 7, Taitel, German str. for Delhi. | Dec. 7, Bantel, British str. for Japan. | Dec. 7, Daijii, Maru, Japanese str. for Swatow. | Dec. 7, Shantung, German str. for Singapore. | Dec. 8, Manuel Lago, American ship, for New York. | Dec. 8, Hothao, French str. for Hoihow. | Dec. 8, Kachidale Maru, Jap. str. for Kuratsuo. | Dec. 8, Rohilla Maru, Jap. str. for Manila. | Dec. 8, Hopsang, British str. for Shanghai. | Dec. 8, Dagmar, Norwegian str. for Amoy. | Dec. 8, Sitoh, British str. for Swatow. | Dec. 8, Seito Maru, Jap. str. for Tainanfoo. | Dec. 8, Sullberg, German str. for Chefoo. | Dec. 8, Pakhoi, British str. for Shanghai. | Dec. 8, Woods, British str. for Canton. | Dec. 8, Toonan, Chinese str. for Canton. | Dec. 8, Tingang, British str. for Canton. | Dec. 8, Adminal Nakimof, Russian cruiser, for Singapore. |
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Passengers—Arrived.

Per Esmeralda, from Saigon—74 Chinese.
Per Devawongse, from Swatow—50 Chinese.
Per Woods, from Shanghai—Mr. Harrison, and 6 Chinese.
Per Soongari, from Chefoo—Mr. Ivermes, and 3 Chinese.
Per Capri, from Singapore—Mr. R. Marahoff, and 59 Chinese.
Per Kachidale, from Coast Ports—Mr. H. Croakey, and 130 Chinese.
Per Hopsang, from Haiphong—Messrs. de Montill, 100, Takamassi, and 21 Chinese.
Per Empira, from Moji for Hongkong—Mr. Sandford, for Sydney—Capt. and Mrs. Grech.
Per Zafiro, from Manila—Mr. B. Taylor, Miss F. Lerman, Mrs. W. E. Stiles, Miss I. Verman, Miss Liddell, Mrs. B. Thomas, Capt. Day, Capt. McCracken, Messrs. B. C. Tokey, P. S. O'Leary, D. I. Curran, Emile Schmidt, A. Uphill, and 11 Chinese.
Per Empira, from Australian Ports—Messrs. M. Marcella, T. Gajagos, F. H. Ormerod, R. Ormerod, F. J. Edlin, T. Weir, Mrs. Knowles, Miss Brunet, Mrs. Bayes, Davy and infant, Messrs. A. L. G. M. Caplan, F. J. Wakeham, Rev. E. J. Barnett, Mrs. Barnett, Miss Seabrook, Miss Spiller, E. Church, Messrs. E. H. Gibbon, T. Nagar, W. Ross, Miss Moncrief, 112 Chinese, 1 European and 1 Filipino in stores.

SHIPPING REPORTS.

Capt. Dow, of the steamer *Wooing* from Shanghai, reports:—Moderate monsoon throughout.

Capt. Ellis, of the str. *Eastern* from Australia, reports:—Fine weather throughout the voyage.

Capt. Kumpel, of the str. *Devaewongse* from Bangkok reports:—Strong breeze from N.E., moderate sea.

Capt. Anderson, of the str. *Tingsang* from Wuhu, reports:—Fresh monsoon and fine weather throughout.

Capt. McArthur, of the steamer *Empire* from Japan, reports:—Left Yokohama Nov. 30th; arrived at Kobe Dec. 1st; left Kobe 3rd; arrived Moji 4th for bunkers; left Moji 4th, experienced strong N. to N.W. winds until midnight 5th, then strong N.W. gale with high sea, vessel proving an excellent sea boat, weather very thick with rain moderated to a strong breeze by 4 p.m. On the 6th,

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WASHING SETS, TOILET SETS, AND BEDS, PRAMS, CRADLES, AND MAIL CARTS, BARROWS, AURIEL
CARS, BICYCLE HORSES, TRICYCLES, ROCKING HORSES, WOOD TRAINS, TIN TRAINS, STEAM ENGINES,
AIR GUNS, TRUMPETS. BRICKS, GAMES, HORSES AND CARRIAGES, MAIL COACHES, SCALES. ALL KINDS
OF WOOL, SKIN, AND WOOD ANIMALS. TENNIS BATS, CORNETS, HARMONICS, PIANOS. SOLDIERS
INFANTRY, CAVALRY, ARTILLERY, CORONATION PROCESSIONS. DRUMS, SWINGS, CLOWNS, ORGAN
BARROWS, RACE GAMES, CLOTH TOYS, TOOLS, PLUSH TOYS, NOAH'S ARKS, CROCODILES, STABLES, CLOCK
WORK TRAINS ON LINES, AIR TOYS. GOATS, CAMELS, DOGS, MONKEYS, RABBITS. NAVAL REVIEWS,
STELLA GAMES, FORTS, BALANCE TOYS, SHOOTING GAMES, FROG GAMES, CANNONS, TUMBLE TOYS,
CHINESE DOLLS, METAL FURNITURE, SHOES AND SANDLES, DOLLS' TRUNKS, AND TROUSSEAUX, HOPLA
GAME, DRAUGHTS-MEN, CHESS, DOMINOES, FOOTBALLS, TABLE GOLF, ALL KINDS OF GAMES.
NIGGERS, TIGERS, SPRING TOPS, PAINT BOXES, WHIPS, DRAWING SLATES, SWING COTS.
LARGE DOLLS, AND ROCKING HORSES, BICYCLE HORSES, MAIL CARTS AND PRAMS.

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ALBUMS, FANCY PIN CUSHIONS, NIGHT DRESS CASES, HEAD RESTS, SILK LOUNGE CUSHIONS, INK
STANDS, CHATELAINE BAGS, LACE TIES, PURSES, CARD CASES, UMBRELLAS, JEWEL CASES,
TRINKET BOXES, WAIST BELTS, HAND MIRRORS, AND HUNDREDS OF OTHERS.

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